

SUBMARINES TO BATTLE OFF POINT JUDITH

New York.—A battle royal between submarines, the most exhaustive contest ever held between these craft, is scheduled to take place in the waters of Narragansett bay and the sea off the Rhode Island coast this month. Every conceivable test to which a submarine boat can be subjected to determine its reliability and effectiveness will be employed, a week or more being devoted to each competitor, and on the result will depend the choice of the United States government in the further development of this branch of its naval service that has been decided upon.

An appropriation of \$1,000,000 is now available for the building of submarines as soon as the type is decided upon. Further appropriations are expected, in order that this government may keep pace with European powers in submarine activity more nearly than it has been doing.

Eight of these curious craft are now in the American navy, and four more are nearing completion at the Fore River shipyard. All these are of the Holland type, which has so far retained its supremacy in the opinion of naval authorities, though not without bitter competition on the part of the Lake Submarine company, with occasional charges of undue influence.

Some indication of the interest which the coming tests will arouse among naval men of this country and the experts of foreign powers may be seen in the recent incident at the Fore River yard, Fore River, Mass., when Japanese officers stationed there during the building of some turbines for their government displayed a curiosity in regard to the new submarines that caused American officials to worry.

Japanese Watch Closely.

On one of the preliminary trials of the submarines the Japanese officers chartered a yacht and followed the little boats until finally the American officials asked them to desist. This resulted in calling the affair to the attention of the higher authorities at Washington, and it came to public attention when President Roosevelt issued an order granting the Japanese permission to observe unhindered anything in the way of construction which they desired at the yard.

From this it is inferred that the Japanese officials, as well as some from other nations, may be on hand during the tests in Narragansett bay to gain as much information as they can in regard to the probable addition to the United States navy. That such observation will not be welcomed is evident from the attitude of the naval officials in the Fore River case, and from the cloud of secrecy and mystery which they have attempted to throw

determine the habitability of the boats under water for longer periods than have yet been attempted in official tests.

Limit to Safe Depth.

Previous tests have lasted 17 hours, and the crews have declared that the limit was by no means reached. The amount of fresh air carried and the amount used during the test will be carefully noted.

A depth of 150 feet is about as great as submarines would be called on to reach in actual service, but in the coming tests, to quote the announcement to builders, "no boat will be accepted as fulfilling all the requirements of the navy department unless the boat will stand without damage the stresses due to an actual submergence of at least 200 feet."

Other tests will include speed trials over measured mile courses in light, cruising and wash conditions, submerged speed trials, firing of torpedoes in submerged and other conditions, including, countermine, cable cutting and handling torpedoes.

The details of the tests, including the number of trials to each boat under the varying conditions, are left entirely in the hands of the trial board, of which Capt. Adolph Marx, U. S. N., is chairman. The test is to last as long as necessary to complete the trials under every condition of weather that is desired. It was suggested by the secretary of the navy that the date be changed on account of the probability of cold weather at that time, but no action was taken on this suggestion.

Winter weather is of small consequence to submarines in action, as was demonstrated during a trial of the Lake Submarine company's Protector in January, 1904, when the mast was carried away by the ice under which she was running, at a depth of some 50 feet, and she rose to the surface through an ice flow from five to ten inches thick without suffering harm. It may, however, be more of a factor in adding to the difficulties of the 24-hour submerged test.

Two Companies Compete.

So far as is now anticipated, the only competitors will be the Holland and Lake Submarine Boat companies. Between these two the competition has always been most bitter. The fact that the navy department has stuck to the Holland type has aroused much criticism and the contest has been waged with great warmth in congress, where charges have been made that the devotion of the department to the Holland type was due to political influence.

There have been previous tests in which the two designs have met, the

for the finishing touches. Each of the rivals, therefore, will be offering the extreme limit of its achievements to the government.

In spite of the fact that some naval officers are strongly opposed to submarines and that their actual worth in war is still to be demonstrated, the United States is deciding to continue their construction is merely following the example of European powers. Russia and Japan each ordered submarines during the recent war, but none of them was put into use so far as is known. France has thus far led the way, and now has a fleet of over 50 submarines. They are, however, of varying sizes and types, the French having apparently been unable to decide upon a fixed type.

Britain Uses Holland Type.

Great Britain paid small attention to submarines till within a few years, but now has a considerable fleet much more homogeneous in character than France's, the British admiralty having practically adopted the Holland type. It has also been constructing submarines of 500 tons, believed to be the largest that any nation has attempted.

Germany has recently begun the construction of submarines with great zeal and plans to develop a considerable fleet of the craft, while both Italy and Austria are beginning to acquire them. Little has been known of the naval activity of Russia and Japan since the war, but each nation is believed to be building them in its own yards.

Six of the eight submarines of the American navy are practically identical in size and type, being of 120 tons each. They are the Adder, Grampus, Moccasin, Pike, Porpoise and Shark. The Holland is older and smaller, being the original one of the modern submarines to be adopted in our navy, while the Plunger is identical with the others in practically every respect save that it is slightly heavier. The cost of each, except the Holland, was \$170,000.

Those now building at Fore River—the Octopus, Viper, Cuttle Fish and Tarantula—are larger than the earlier ones and show many devices not included in them. The Octopus, though details concerning it have been carefully guarded, is known to be of about 300 tons.

Varying Methods Used.

To the landsman there would seem small difference in submarines. The general principle of all is the same. When ready to go under the surface they are made almost as heavy as the surrounding water by admitting water to the ballast tanks and then dropping below the surface either by diving, through the movement of the boat and the use of the horizontal rudder or on an even keel by further admission of water.

In the methods employed, however, there are differences between the Holland and Lake types which are radical in their effect on the efficiency of the craft, and friends of the Lake boat have maintained that in the coming test its superiority will be demonstrated in spite of the government's previous adherence to the Holland boat.

The great increase in attention given by naval powers during the past two or three years to submarine construction, of which the Narragansett bay tests are evidence, naturally creates interest in previous attempts to employ submarines in warfare. It is popularly but incorrectly assumed that

submarines are an extremely recent development of naval science. Few people are aware that they were actually employed by the American colonies during the revolution and that during the civil war a federal cruiser was blown up by a confederate submarine.

The boats thus employed were, of course, crude affairs in comparison with the craft that will meet in competition down the bay, but they were interesting examples of early experiments and sufficiently refute the notion that submarines are strictly modern affairs. But for an unforeseen obstacle the submarine built by David Bushnell, a Connecticut inventor, during the revolution would have blown up one of the British men-of-war lying off Brooklyn at a time when the coldest of the bottom did the same thing for the submarine, and there it still rests, a tomb of iron for the nine intrepid men who formed her crew.

Before she was employed against the Housatonic several crews had lost their lives in experimenting with her, and this has been used by advocates of the submarine as proof that in time of need men will always be found ready to risk the dangers of the fickle craft. This has been still further demonstrated by the ability to secure crews for submarines in spite of the disasters which have befallen boats of that type in the French and other European navies during the past few years.

Since the days of the crude submarine the first drink you are on the safe side. Don't think you are strong enough to stand when others stronger than you have fallen. Don't you think you can take a few drinks and then stop when you choose, for with the appetite it is sure to create and the saloons looming up on every corner it is dangerous business, and you can't afford to take any chances.

If you have commenced stop at once. Don't drain the cup to its bitter dregs, for you will find nothing but sorrow and a waste of life. Take your stand against it like a boy I know, who will boldly say, "I never drank and I never shall." This boy's father was a drunkard, and there was misery and sorrow in that home. It made a deep impression in the heart of the boy, and though he has grown up with temptation all around him and every opportunity to go astray, he has firmly stood his ground. He is never seen standing in front of the saloon. The gambling table has no charms for him. He never goes with evil companions, and if by chance he is thrown in their way he boldly looks into their faces and dares to say "No."

Mothers point to him as a model for their sons to imitate. Would to God that all men and boys were like him. There would be no saloons, with their doors wide open like the mouths of ravening wolves seeking whom they may devour. We would not have to urge the men who call themselves Christians to vote the curse out of existence.

"Only a glass of beer," yet what an outcome! Sorrow and misery all along the way, a wasted life, and finally a drunkard's eternal hell.

"Touch not, taste not, handle not," for in that alone lieth safety.—By Frances M. Wheeler, in National Advocate.



ONLY A GLASS OF BEER.

But in Four Years It Made a Drunkard Out of the Boastful Young Man.

"I only take a glass of beer now and then," said a young man of my acquaintance; "It rests me, and there is no harm in it." That was four years ago, and to-day that man is fast becoming a drunkard, if he is not already one. After awhile one glass did not satisfy him, so he took another, until now he is an habitual drinker.

"Only a glass of beer" four years ago, and to-day a drunkard. How many useful lives have been wrecked, how many thousands have gone down to a drunkard's grave, how many are spending weary years inside the prison doors, and "only a glass of beer" was the first downward step!

Boys, don't touch it. If you never take the first drink you are on the safe side. Don't think you are strong enough to stand when others stronger than you have fallen. Don't you think you can take a few drinks and then stop when you choose, for with the appetite it is sure to create and the saloons looming up on every corner it is dangerous business, and you can't afford to take any chances.

If you have commenced stop at once. Don't drain the cup to its bitter dregs, for you will find nothing but sorrow and a waste of life. Take your stand against it like a boy I know, who will boldly say, "I never drank and I never shall." This boy's father was a drunkard, and there was misery and sorrow in that home. It made a deep impression in the heart of the boy, and though he has grown up with temptation all around him and every opportunity to go astray, he has firmly stood his ground. He is never seen standing in front of the saloon. The gambling table has no charms for him. He never goes with evil companions, and if by chance he is thrown in their way he boldly looks into their faces and dares to say "No."

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SCHOOL CHILDREN AND DRINK.

The Latter Responsible for Mental Deficiency of Former.

Dr. A. MacNicholl, of New York city, in a report of an examination of the cause of mental deficiency in school children, prepared for the New York Academy of Medicine, says: "In prosecuting this work I am forcibly impressed by the conspicuous position occupied by alcohol as a cause of mental deficiency of children. Alcohol, by destroying the integrity of the nerve structure, lowering the standard of organic relations, launches hereditary influences, which, by continuous transmission, gain momentum and leave their impact upon gland and nerve until mental faculties are demoralized, physical energies hopelessly impaired and the moral nature becomes degenerate and dies."

The doctor found that of children of drinking parents, 75 per cent. were dullards; of the children of abstaining parents and drinking grandfathers, 18 per cent. were dullards; of the children of abstaining parents and grandfathers, only 4 per cent. were dullards.

The fact is evident and only too true, therefore, that drink is a curse to the prosperity and well-being of society—a burden to the sober taxpayer, an enemy of the poor man's home and the cause of two-thirds of the evil in the world.

A Dowry from Drink.

A marriage recently celebrated in Scotland has a curious story attached to it. The bride's father and mother, who have been abstainers for over 20 years, gave as a marriage dowry to their daughter the sum of £120. Every week since they became total abstainers the amount formerly spent in alcoholic liquor was banked for the little one who caused her parents to take the pledge. The little girl had seen her father slightly inebriated and reproved him for it the next day. The parents have eschewed drink ever since.

Makes for Prosperity.

Recent reports from Kansas still indicate that prohibition tends to increase, rather than retard, prosperous conditions. More than \$1,000,000 was invested last year in banks, established for the most part in the smaller towns, and the estimated per capita wealth of the state is \$58.69 in cash (not including stocks, bonds, securities and money in safe deposit). Only a few other states in the Union can equal this record.

Drink and Pauperism.

The relation of pauperism to Intemperance seems very plain to the people of Japan. In Great Britain there are 1,000,000 paupers, while Japan has only 25,000. When someone expressed surprise at the great disparity in proportion to population, the reply of a Japanese statesman was: "That is because while the Japanese drink tea the British people drink alcohol."

Drink Less Beer.

In the last seven years the consumption of beer has fallen from 120 to 70 gallons a head in Munich.

By Endless Chain.
"Speaking of the endless chain prayer that is going the rounds," said the woman with the cheerful voice, "I can't see what good that can do, unless, maybe, it might start some poor wretch on the road to glory, but I got an awfully nice silk petticoat through an endless chain once. The manufacturers sent letters asking for five names and a ten-cent piece. I sent five names and the ten-cent piece, just trying it, and it wasn't long before they sent me this lovely silk petticoat. It was the nicest sort of silk, too. As long as I wore it it didn't crack."

"Soap Sense."
The difference in cost between a poor toilet soap and a good toilet soap such as Buchan's is a cent or two per week. The difference in results, though, cannot be measured in money. The cheap soap made from impure fat and powerful alkali, irritates the skin and results in all kinds of skin trouble. Buchan's Antiseptic Soap, however, a not only absolutely pure and a fine cleanser, but it contains Phenol Absolut, an ideal antiseptic protecting the user against contamination. If your dealer does not keep it send him name and address with 18 cents to Buchan's Soap Corporation, New York, and they will send you a full size cake.

It is great folly not to part with your own faults, which is possible, but to try, instead, to escape from other people's faults, which is impossible.—Marcus Aurelius.

SICK HEADACHE

CARTER'S LITTLE LIVER PILLS.
Positively cured by these Little Liver Pills. They also relieve Bile, Indigestion and Two Hearty Batters. A perfect remedy for Biliousness, Headache, Dizziness, etc. Sold in the Month, Coated Tongue, Pain in the Side, TORPID LIVER. They regulate the Bowels. Fully Vegetable. SMALL PILL. SMALL DOSE. SMALL PRICE.

CARTER'S LITTLE LIVER PILLS.
Genuine Must Bear Fac-Simile Signature. REFUSE SUBSTITUTES.

A Positive CATARRH CURE

Ely's Cream Balm.
It is quickly absorbed. Gives Relief at Once. It cleanses, soothes, heals and protects the diseased membrane. It cures Catarrh and drives away a Cold in the Head quickly. Restores the Senses of Taste and Smell. Full size 50c, at Drug-gists or by mail. Trial Size 10c, by mail. Ely Brothers, 56 Warren Street, New York.

SUPERFLUOUS HAIR positively removed by this new hair cream. Causes no irritation, leaves the skin smooth and white. Prepared by J. C. Ayer & Co., Lowell, Mass. Sold by National Union Building, Toledo, Ohio.



MRS. JAMES CHESTER

Lydia E. Pinkham's Vegetable Compound

has been the standby of American mothers in preparing for childbirth.

Noteworth Mrs. James Chester, of 427 W. 35th St., New York, says in this letter:—Dear Mrs. Pinkham:—I wish every expectant mother knew about Lydia E. Pinkham's Vegetable Compound. A neighbor who had learned of its great value at this trying period of a woman's life urged me to try it and I did so, and I cannot say enough in regard to the good it did me. I recovered quickly and am in the best of health now."

Lydia E. Pinkham's Vegetable Compound is certainly a successful remedy for the peculiar weaknesses and ailments of women.

It has cured almost every form of Female Complaints, Dragging Sensations, Weak Back, Falling and Displacements, Inflammation, Ulcerations and Organic Diseases of Women and is invaluable in preparing for Childbirth and during the Change of Life.

Mrs. Pinkham's Standing Invitation to Women
Women suffering from any form of female weakness are invited to write Mrs. Pinkham, at Lynn, Mass. Her advice is free.

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34 YEARS SELLING DIRECT

Our vehicles and harness have been sold direct from our factory to user for a third of a century. We ship for examination and approval and guarantee safe delivery. You are out nothing if not satisfied as to style, quality and price.

We are the Largest Manufacturers in the World selling to the consumer exclusively. We make no middle men. We have 100 styles of Harness. Best for large, tree-shedding. Elkhardt Carriage & Harness Mfg. Co., Elkhardt, Indiana.

That is what they are doing in the Texas Gulf Coast Country. It's easy there, because this land yields double crops—every month is a producing month—a money-making month.

Think of it! \$500 per acre in cabbage—\$600 per acre in onions—\$400 per acre in mid-winter tomatoes. These and many actual every-day accomplishments in fruit culture also, can be proved to you. I can give you the names and addresses of people who are doing these things while you are reading this advertisement and the snow and cold weather are keeping you idle.

Warm, Dry Climate,

the healthiest in the country. Irrigated land—the kind you can buy now at \$25 per acre—is the richest in productivity. The railroad facilities will place your products in the markets ahead of every other section of the country. Health and prosperity await you.

Let me send you a 80-page illustrated book about the Texas Gulf Coast Country, and tell you about the very low excursion rates for inspection trips.

Write me TO-DAY. Sixteen carloads of people went down on our excursion of January 15th. ACT NOW.

JOHN SEBASTIAN, Pass' Traffic Mgr., Room 1, LaSalle Bldg., or Room 1, Price Bldg., CHICAGO, ILL. 60610.

THE WINTER VEGETABLE GARDEN OF AMERICA

TEXAS
The healthiest in the country. Irrigated land—the kind you can buy now at \$25 per acre—is the richest in productivity. The railroad facilities will place your products in the markets ahead of every other section of the country. Health and prosperity await you.

GO TO SEA!

There are positions open in the Navy for hundreds of young men between 17 and 25 years of age, and for mechanics up to 35 years of age. Good pay, and good food furnished by the Government. For full information address Navy Recruiting Station, Post Office Building, Cincinnati, Ohio.

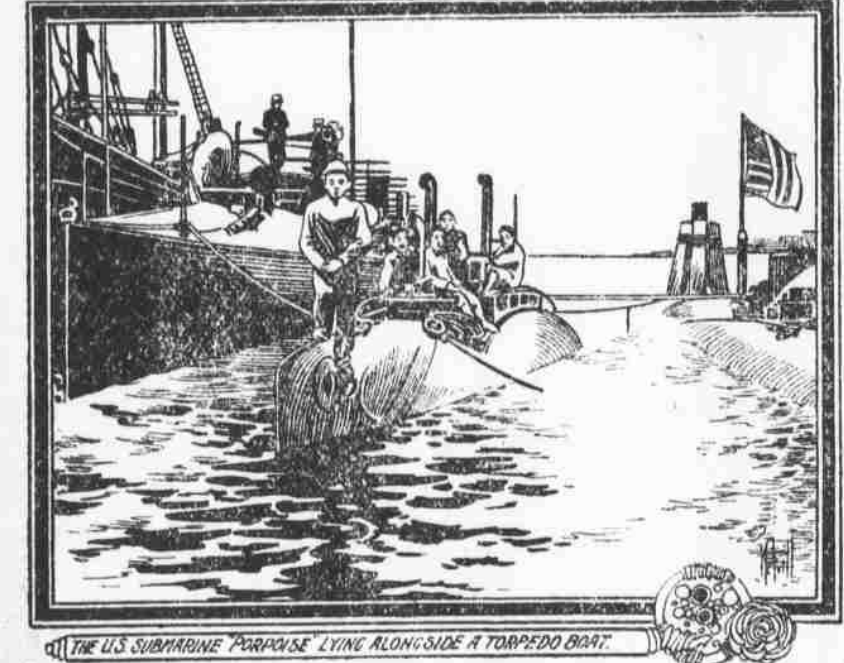
READERS of this paper desiring to buy anything advertised in its columns should insist upon having what they ask for, refusing all substitutes or imitations.

RICKS' CAPUDINE CURES ALL AGES
And Nervousness. Trial bottle free. All druggists.

THOMPSON'S EYE WATER
If afflicted with eye trouble, use this. A. N. K.—E (1907—6) 2164.

VICTOR FIELD FENCE.
20 to 50 inches high. Made of HAND SPRING STEEL. CRIPPLED WIRE. It is a fence that gives universal satisfaction. When erected properly, will resist fire, flood, and every other foe. INQUIRY WIRE FENCE COMPANY, Anderson, Ind.

CHEAP LANDS Unexcelled for general farming. Convenient to the very best markets and transportation facilities. Located in the heart of the great Northwest. N. V. Richards, Land and Industrial Agent, 1000 Broadway, New York City. Also, 1000 Broadway, New York City. N. V. Richards, 1000 Broadway, New York City.



over the preparations for the tests.

From the notices sent to prospective competitors outlining the requirements and the nature of the tests, notices which the navy department itself declined to make public, the importance of the event in naval progress is evident. For one of the tests a storm at sea will be necessary, since each contestant will be required to demonstrate its stability in as rough water as Neptune can be induced to furnish for the occasion.

Another important feature will be the submerged test, during which each competitor will be kept beneath the surface for 24 hours, when the crew will be dependent entirely on the resources of the boat for food, air and all living accommodations. This will

most important previous one having been in 1893, when three types were entered, the Haker submarine meeting the other two. Since then, however, and even since 1893 and 1901, when all the submarines now in the navy were constructed, there have been tremendous strides in their construction.

Each firm will be represented by its latest design, embodying all that has been learned about the science of "submarining" up to the present time. The Holland company will present the Octopus, the first of the four new boats to be completed at the Fore River yard. The Lake company recently completed a boat at Newport News which it claims is the best possible example of submarine construction. This was taken to Bridgeport, Conn.,

son did not live to enjoy the estate. He was drowned in the Rhine trying to shoot the falls of Schaffhausen and the story goes that the messenger, coming post haste to England with his evil tidings, was met at Calais by another messenger with the news that Cowdray house had been burned to the ground.

The tragic fulfillment of the double curse of "fire and water" was such a severe blow that no effort appears to have been made to preserve the half ruined mansion from further damage or to restore it in any way.

The estate passed to the sister of the drowned heir and not many years later the curse of water was again fulfilled: her two sons were drowned by the capsizing of a boat before the very eyes of their parents. The title went to the next male Montague in the succession, who died without heir, and the family became extinct.

It is certainly a story full of strange coincidence. A somewhat similar story of a curse coming true was related to the writer by a gentleman who was personally acquainted with all the people concerned.

Three young officers belonging to a regiment at that time stationed in the Punjab decided to build themselves a house on a hill overlooking the Sutlej river, and in doing this they trespassed on the sacred ground surrounding the tomb of some half forgotten saint. An old Mohammedan who had charge of the tomb endeavored to persuade them to move the site of their house, but finding them obdurate, cursed them with oriental fluency, declaring that not one of the three should die in his bed and that the house would never stand.

The curse was disregarded. The house was built. Shortly after one officer was killed on tiger shooting, while another met his death playing polo. The third fell so dangerously ill that it seemed as if he would break the prophecy by dying in his bed. He was sent home, however, recovered, and returning to India two years later, was drowned going up the Ganges in a boat.

On the same day, so it is told, the river Sutlej overflowed its banks and washed away the house.

SEEM MORE THAN MERE COINCIDENCE

Strange Fulfillment of Prophecies and Curses, Hereditary and Otherwise—Surely Here is Work for the Psychological Research Societies of the World—Two of the Most Singular Cases That Have Been Put on Record.

Ghosts have long been made a subject of careful scientific inquiry; we wonder that the Psychological Research society does not enlarge its sphere and investigate the failure or fulfillment of prophecies and curses, hereditary or otherwise.

One of the most singular recorded instances of the apparent fulfillment of a curse, says the London Chronicle, is told of the Montague family, the original possessors of the Cowdray estate at Midhurst, now in the hands of the Earl of Egmont. The Cowdray property belonged to the Roman Catholic church, being a dependence of Evesham Priory, some portions of which are still to be seen. At the dis-

solution of the monasteries it was confiscated and presented by the King to Viscount Montague, who, though himself a Roman Catholic, had no scruple in accepting it.

The princess made a dignified protest against the spoliation of the church, and finding protest vain she cursed the Montague family with the "curse of fire and water" and foretold its extinction.

So long, however, as the Montagues continued Catholic the curse appeared inoperative, but in the eighteenth century the then Lord Montague married a daughter of the famous Countess of Huntingdon, who founded the Countess of Huntingdon's Connexion, and under her influence became a Protestant. Tales are told of conventicles held in the famous Chestnut avenue in Cowdray Park, but efforts to hold similar meetings in the chapel always failed, owing to the lights being mysteriously extinguished.

The first Protestant Montague, however, reverted on his deathbed to the ancient faith; and perhaps this was the reason that in spite of the curse he died peacefully in his bed. His